

## **NEW BALTIMORE SERVICE DISTRICT COMMITTEE MEMBERS**

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## EXECUTIVE SUMMARY

This document is the product of approximately one year of work by nineteen (19) citizens from the New Baltimore Service District, along with four (4) other members having strong interests in the community. County staff was involved in the process providing technical support and guidance.

The planning process which led to this document evolved out of a Board of Supervisors resolution in December 1997, to review and update the Plan for the New Baltimore Service District. The mandate of the Committee was to re-examine the Service District's Plan in terms of the area's boundaries, land uses, development densities, transportation system, public facilities and utilities, and the phasing of growth. However, the Committee was instructed by the Board that there were two areas which could not be replanned - Vint Hill Farms Station and the 'Waterfield' residential community. Upon completion of the committee's review process, the draft document was to come under review by the Planning Commission, public and Board of Supervisors.

This document has been organized into five (5) chapters. Chapters 1 through 5 provide information on the historical evolution of land use plans for the New Baltimore Service District, as well as the planning process leading to the development of this document. Chapter 5, Consensus Plan, is the land use plan for the Service District.

Chapter 1 outlines the origin of the County's first Comprehensive Plan and provides a historical overview of the various plans for the New Baltimore Service District since 1967. It examines how the various planning goals for the Service District have changed, and in some cases remained constant, over time. Lastly, it describes the origin of the New Baltimore Service District Planning Committee, its member composition, mandate, and process for adoption of the Plan.

Chapter 2 describes the planning process undertaken by the Committee. It outlines the project schedule of the Committee, describes the preparation meetings held to provide committee members with background information, outlines the issue identification and visioning exercises undertaken by the group, and the development of objectives and implementation policies.

Chapter 3 provides a description of the various land use plans developed by the four (4) sub-committees. The primary land use and transportation elements of the Environment/Quality of Life, Land Use, Public Facilities and Transportation sub-committees is outlined and a summary of the common elements among the four preliminary sketch plans is provided. Each sketch plan is evaluated in terms of the potential population it may generate at full build-out. Lastly, there is a discussion on the need to plan proactively and look beyond the Service District's boundaries when planning for future transportation needs.

Chapter 4, Consensus Plan, is the New Baltimore Service District land use plan. The purpose of this plan is to provide a template for managed growth which is appropriate to the community and can be supported by existing and planned public utilities. The proposed land use plan outlines development relationships, including residential densities for future neighborhoods, business expansion, location of proposed schools and other basic public facilities, and needed road network improvements to support anticipated service district

growth. Objectives, policies and implementation strategies are outlined for each land use type, and the areas of public utilities/facilities, schools, transportation, and trails and parks. The transportation section of this Chapter provides a detailed plan of both the short term (5-Year Transportation Action Plan) and long term implementation strategy. Two recommendations are provided in this Chapter. First, it is recommended that once full development thresholds, as outlined in this plan are reached, the New Baltimore Service District not be expanded any further. It is further recommended that future growth as well as County investment for expanded public infrastructure, facilities and services, be directed to other designated service districts.

## I. INTRODUCTION

### A. HISTORICAL DEVELOPMENT OF THE NEW BALTIMORE SERVICE DISTRICT

The Code of Virginia required that all political subdivisions of the State were to have a Comprehensive Plan in place by 1980. Fauquier County began work on its first Comprehensive Plan in the early 1960s, and adopted this Plan in 1967. It emerged out of three (3) unique development-related events occurring in the County, and the increasing need to address the issue of growth management. These events included 1) the platting of a residential subdivision to be developed on septic tanks, as public sewer was not available, and built within the watershed area of a proposed reservoir for one of the County's towns, 2) the 1960 Census indicating Fauquier County had reached a population of almost 25,000 persons, and 3) the beginning of construction of the interstate highway system. These events lead to the recognition that "a comprehensive plan must be provided which will provide incentive to preserve the natural resources and agricultural uses in the County, and at the same time provide sufficient room for the impending population expansion" (*Fauquier County, Virginia: A Comprehensive Plan 1967-2000*, p. 3).

The State Code also requires that a municipality's Comprehensive Plan be reviewed at least every five (5) years. This requirement saw the subsequent revisions to the Fauquier County Plan. In addition to this State requirement, it is also been the disposition of the Fauquier County Planning Commission and Board of Supervisors to continually review, and revise as necessary, the County's Comprehensive Plan.

The County's first Comprehensive Plan established the planning area and service district approach to directing growth within the County. It was felt that if no attempt was made to control the significant amount of growth expected to occur, the cost of services would exceed the County's ability to provide them. The service district concept was developed as a means of managing and focusing growth in already developed areas so that servicing costs and the demand to develop agricultural land could be reduced. Service districts were designed to utilize existing development patterns and to locate the most intense land uses near transportation and employment centers. As well, they were planned with central sewer and water in order to absorb growth at the recommended densities.

New Baltimore was one of the original five (5) communities identified as a Service District in the 1967 Plan. Service districts were sized and planned to accommodate a projected County population of 76,000 by 1980-1985 and 235,000 by the year 2000. The 1967 Plan had anticipated the New Baltimore Service District to reach a population of 16,000 by year 2000.

#### 1. 1967-2000 New Baltimore Service District Land Use Plan

While the New Baltimore Service District land use plan developed in 1967 is different from the current 1992-2010 Comprehensive Plan in terms of Service District boundaries, some of the initial planning goals of the 1967 Plan are still maintained today. The 1967-2000 Comprehensive Plan outlined a number of land use goals for New Baltimore which included:

1. To develop two major employment centers within the district - Vint Hill Farms Station, and a 200 acre campus style, office/industrial use;

2. To provide for a retail service need of approximately 90 to 100 acres; and to provide a range of facilities including a retail community center, a neighborhood convenience center, possibly a neighborhood convenience center, and highway retail. These retail uses were planned for the south side of Route 29, east of its intersection with Route 600;
3. To provide a range of housing opportunities, with the most intense residential uses located in and adjacent to the Village of New Baltimore and higher density residential uses located immediately adjacent to the community center to take advantage of access and location. Various single family density categories planned on larger land areas to provide transitional phases. Residential densities ranging from 0.9 to 20 dwelling units per acre; and
4. To plan for approximately 100 acres of park land.

Overall, the highest intensity of uses, both commercial and residential, was located in the 'triangle' area bounded by South Run, Route 29, and approximately as far east as the intersection of Routes 600 and 676.

## ***2. 1977-1987 New Baltimore Service District Land Use Plan***

In 1977, a second Comprehensive Plan was adopted which included a re-analysis of the anticipated population and adopted a shorter, 10 year planning period. The revised plan showed a significant reduction in the anticipated growth and corresponding reductions in the holding capacity of the Service District. This Plan projected the County to reach a population of 39,600-71,000 by year 2000, a 70%-83% decrease from the 1967 Plan projection. As well, the New Baltimore Service District was forecast to reach a population of 1,105-2,210 by year 2000, compared to the 1967 Plan year-2000 projection of 16,000.

Changes to the Plan included a decrease in the Service District size, designation of probable future expansion areas, and a phased approach to growth.

Two (2) land use plans were proposed for New Baltimore - a sewer contingency plan and a non-sewer plan. It was stated that the land uses proposed in the sewer plan would not be zoned unless, and until, sewer services became available to the District. Development goals for the non-sewer plan included:

1. Establish a new focal point for the Service District away from Routes 29 and 215;
2. Preserve Routes 29 and 215 and prevent the need for a future by-pass;
3. Develop high intensity development surrounding the Service District's focal point;
4. Decrease residential densities with distance away from the District's core;
5. Provide for a highway commercial district south of Route 29 and north of Route 600, and extending east from the Route 29/600 intersection; and
6. Retain and expand industrial zoned lands.

In summary, commercial uses were retained within the 'triangle' area, and high density residential uses were continued in the area north and south of Route 600, west of its intersection with Route 676. Additional commercial and residential uses were planned in the vicinity of the intersection of Routes 600/676, and west of Route 676.

### **3. 1987-1997 New Baltimore Service District Land Use Plan**

As in the 1977-1987 Comprehensive Plan, this Plan included two land use plans for the New Baltimore Service District - a sewer contingency plan and a non-sewer plan. The land uses proposed in the sewer plan would be so zoned only when sewer became available. Without sewer facilities, development goals of this plan focused on appropriate residential growth through capping residential development at a density of one unit per acre and preventing the extensive expansion of the development area.

There were four (4) significant changes between this Plan and the 1977-1987 Comprehensive Plan. They included:

1. The reduction of all residential lands to low density residential (1-2 dwelling units/acre), except for the Village of New Baltimore which was planned at a density of 1.4 dwelling units per acre;
2. The extension of commercial highway uses along Route 29;
3. Addition of commercial uses planned in the vicinity of Route 600/676 intersection, and these uses were described in detail to include commercial-neighborhood and commercial-office uses; and
4. The future extension of Route 676, north to Route 29.

### **4. 1992-2010 New Baltimore Service District Land Use Plan**

This plan represented a return to a mix of higher intensity commercial and residential uses in the area of Routes 600 and 676. Specifically, low, medium and high density residential uses were planned on both sides of Route 600 between Route 676 and Route 29. Commercial highway and commercial office uses were planned for the south side of Route 29, east of Route 600, and commercial neighborhood uses were planned along the future extension of Route 676. Two (2) additions to this Plan included the C. Hunter Ritchie Elementary School site shown on the northeast corner of the intersection of Route 600 and Route 676, and a Planned Residential District shown in the core of the Service District.

In 1996, a major change to the land use plan was the incorporation of a Planned Industrial Technology Park District (PITD) on the lands known as Vint Hill Farms Station. As discussed in greater detail in Chapter 4, Vint Hill Farms Station, a former U.S. Army Base, was closed as part of a Base Realignment and Closure Program and later sold to Fauquier County. Due to Vint Hill Farms being federal property prior to 1996, this land was not included in earlier planning efforts. The acquisition of this property by Fauquier County has led to significant redevelopment opportunities.

### **5. Summary**

There has been a consistent planning effort to create a community focal point for the Service District away from Route 29. This focal point has been planned for that area around the Route 600/676 intersection and C. Hunter Ritchie Elementary School, as demonstrated through the mix/intensity and type of uses planned for this area. The elementary school serves as a key community meeting point.

## **B. CREATION OF THE NEW BALTIMORE SERVICE DISTRICT PLANNING COMMITTEE**

In early 1996, the Fauquier County Board of Supervisors amended the Comprehensive Plan by revising the population projections and allocations of the County and its nine service



districts. In the Fall of that year, the New Baltimore Service District Plan was amended through the incorporation of Vint Hill Farms Station, a 701 acre tract of land formerly used by the U.S. Army, into the Service District.

Due to pending rezoning applications and community dissatisfaction with the NBSD Plan, the Board of Supervisors passed a resolution in December of 1997 to update this element of the Comprehensive Plan. This review and redesign of the Service District Plan was established as one of the County's top ten priorities for the 1998 calendar year.

It was the responsibility of the Scott District Supervisor to appoint members to the New Baltimore Planning Committee. The Committee's voting composition consisted of: (1) 19 NBSD citizens of varying backgrounds, development interests and residential locations, (2) one alternate member, (3) the Scott District Planning Commissioner, (3) the Scott District Water and Sanitation Authority Board member, and (4) a NBSD at-large member on the Board of Zoning Appeals. Staff members from the Water and Sanitation Authority (WSA), the Prince William County Government and the Vint Hill Economic Development Authority (EDA) were invited to participate and have shared associated planning information to ensure coordination.

The mandate of the Committee was to re-examine the Plan for the New Baltimore Service District in terms of its boundaries, land uses, development densities, transportation network, public facilities and utilities, and the timing of growth. However, committee members were instructed by the Board of Supervisors that there were two areas within New Baltimore for which they could not plan - those being Vint Hill Farms Station and the 'Waterfield' residential community. Upon completion of the review process, the Committee was to prepare a revised Plan for consideration by the Planning Commission and Board of Supervisors, and for public hearing. The planning process timeline, including public hearings and the adoption of the revised NBSD Plan, was to occur within a one year time period, reaching completion by December 1998.

## **II. THE PROCESS**

### **A. PROJECT SCHEDULE AND BACKGROUND INFORMATION**

An initial project schedule was developed to guide the group to achieve its goal of revising the New Baltimore Service District Plan, and meet its project deadline, that being the adoption of the proposed Plan by December of 1998. The steps established for the Committee included:

- A review of existing and previous NBSD Plans, as well as existing environmental, public facility and utility, and transportation conditions;
- Identification of community issues, opportunities, and vision;
- Preparation of the Committee report outlining the goals and objectives of the plan, general land use plan, and recommendation to the Planning Commission;
- Planning Commission Service District Plan Update;
- Planning Commission public information and hearing process; and
- Board of Supervisor public hearing and adoption process for the proposed Service District Plan.

Initial meetings of the NBSD Planning Committee consisted of briefing sessions to committee members. It was important to provide all committee members with the necessary background information so that all involved could participate fully, and that informed decisions and recommendations could be developed. In addition, it was vital for committee members to be aware of the various stakeholders and issues affecting development. The briefing sessions included presentations by the:

- County Planning staff on the historical development of the NBSD, as well as natural and physical features within New Baltimore;
- Director of the Vint Hill Economic Development Authority (EDA) on the Reuse Plan, currently under consideration, for the Vint Hill Farms Station;
- Resident Engineer of the Warrenton Virginia Department of Transportation Residency Office (VDOT) regarding the primary and secondary road program and its impact on New Baltimore;
- General Manager of the Fauquier County Water and Sanitation Authority concerning the Authority's plan for water and sewer service within the Service District;
- Assistant Superintendent for the Fauquier County School Board on existing school capacities, school standards, and future school plans;
- County Soil Scientist regarding soil quality within the NBSD; and the
- Supervisor of the Fauquier County Health Department on the existing drainfield situation within the Service District, existing commercial systems, and problem areas with existing systems.

## **B. ISSUE IDENTIFICATION**

Prior to discussing any revision to the existing Plan, Committee members were asked to identify various issues and opportunities they perceived within the New Baltimore Service District. The responses were compiled and organized into five general categories: Environment, Land Use, Transportation, Public Facilities/Utilities, Recreation/Open Space, and Quality of Life. Through the identification of issues of concern to committee members, as well as aspects of the community which could be seen as untapped opportunities, components of the current Plan were highlighted for the committee to focus their attention when planning land use, transportation, and other elements of the Plan.

The five categories noted above were consolidated into four categories - Quality of life/ Environment, Public facilities/Utilities/Recreation/Open space, Land use, and Transportation. Using these four categories, committee members were asked to form into sub-groups, aligning themselves into a group based on personal interests.

## **C. VISIONING EXERCISE**

To gain an understanding of how the committee envisioned New Baltimore growing over time, each sub-committee was instructed to undertake a 'visioning' exercise. Within their sub-committees, members were asked to discuss why they chose New Baltimore as a place to live, how they foresaw it developing over time, and its appearance at maturity. Each group prepared their own vision of the community and presented this 'vision' to the Committee as a whole outlining the basic assumption upon which their vision was founded.

## **D. OBJECTIVES AND IMPLEMENTATION POLICIES**

Objectives and implementation policies provide the tools communities can use to achieve their vision for an area's development and identity at maturity. Committee members were asked to develop objectives and implementation policies for directing growth within the Service District. Their responses were organized into the four categories outlined above. There was not always consensus among committee members on certain objectives for guiding growth. For example, there was mixed opinion as to where higher intensive uses (i.e. office commercial/ retail/ higher density residential) should be located, or if these uses should even be allowed within New Baltimore. While consensus was sought on development issues which committee members had divergent opinions on, it was not always successful. It was believed that through development of the land use plan, issues which initially could not receive consensus from the group would eventually be resolved.

## **III. LAND USE PLANS**

The next step in the planning process was the development of a land use plan. Each sub-committee was asked to create a sketch land use plan which they believed would achieve their vision for New Baltimore. As well, each sketch plan was to address the initial areas of plan review identified by the Board of Supervisors. These initial areas included planning for a Service District which could accommodate residential and commercial growth in keeping with the County's 'Service District' concept, and provide the necessary supporting public services for fire, rescue, police, schools, library, parks, water, and sewer. It was noted to the committee that ultimately one land use plan should be presented to the Planning Commission for their consideration and recommendation, and Board of Supervisors action.

The four land use plans presented by the various groups had both common themes running throughout and contrasting viewpoints on how development should occur. The general concepts contained in each sub-committee plan are outlined below.

### **A. ENVIRONMENT/QUALITY OF LIFE**

The land use plan created by the Environment sub-committee focused on reducing density and development potential within the Service District. Highlights of the plan include:

- altering the Service District boundary to be that area bounded by the South Run floodplain limits, Route 15/29, and Route 215, and also include Vint Hill Farms Station;
- the area south of South Run would remain all residential at a development density of one dwelling unit per acre;
- the area bounded by Route 600 to the north, Route 793 to the west, Route 215 to the east and Vint Hill to the south, be planned for residential uses, and developed at densities of one to three dwelling units per acre (low density residential) and four to six dwelling units per acre (medium density residential);
- commercial development along Route 15/29 be limited to existing businesses;
- new commercial/retail services and employment uses be focused at Vint Hill Farms Station, and developed as a 'village' concept; and
- the village area at Vint Hill consist of a slightly denser core of commercial, retail and residential uses and have a strong pedestrian orientation to development.

## **B. LAND USE**

The Land Use sub-committee's proposed land use plan maintained the existing Service District boundary. The main components of the plan include:

- the area south of South Run, including the Snow Hill community, but excluding Vint Hill, remain all residential and developed at a density of one dwelling unit per acre;
- medium density residential uses (4-6 dwelling units/acre) are proposed in the area between South Run and Route 600, as far east as Route 676;
- residential uses at a density of one dwelling unit per 10 acres are proposed for that area outside of the Service District, and situated east and west of Route 215, as well as that area within the Service District and bounded by Route 600, Route 215, and South Run. This proposed density would be consistent with the Rural Crescent concept of the adopted Prince William land use plan;
- commercial uses proposed within the area bounded by Route 15/29, Route 600 and Route 676 extended, and along the east side of Route 676 extended;
- preservation of the Route 15/29 corridor into Fauquier County to maintain the 'rural feel' of entry into the County; and
- creation of Overlay Districts for the Route 15/29 and Route 215 corridors to assist in maintaining existing stands of trees, important viewsheds, and creating a 'gateway' into the County.

## **C. PUBLIC FACILITIES**

The Service District boundary remained unchanged in the Public Facilities proposed land use plan. Specific features of the plan include:

- a village center and commercial highway business district identified in the area bounded by Route 15/29, Route 600 and Route 676 extended. This commercial center is not intended to be regional in scope, but rather community-based with New Baltimore residents being the primary users;
- a hierarchy of uses to be developed for this commercial area which complement, and not compete with, the commercial/service activities envisioned for Vint Hill;
- low density residential uses at a density of one dwelling unit per acre planned for the area south of South Run and including the Snow Hill community;
- medium density residential (one to four dwelling units per acre) proposed for areas situated between South Run and Route 600;
- a new school site located adjacent to, and immediately east of C. Hunter Ritchie Elementary School;
- a park/recreational facility proposed for the area bounded by Route 15/29, Route 600, Route 676 extended, and Route 215. This facility to be linked to the village center, and existing and proposed school sites;
- a bicycle/pedestrian network to be incorporated into the plan; and
- the existing Village of New Baltimore identified as an historic area requiring special planning considerations.

## **D. TRANSPORTATION**

Three major features of the transportation sub-committee land use plan included the alteration of the Service District boundary, areas of increased density south of South Run,

and traffic pattern changes. The Service District was decreased in size through the removal of the Snow Hill community from the Service District. Other components of the plan include:

- low density residential uses (one unit per acre) located in the area south of Route 600 and west of Route 793, and excluding Vint Hill Farms Station. The exception to this is the Gerber tract, which is planned to be developed at a density of two to four dwelling units per acre. This tract is located on the west side of Route 676 midway between Route 605 and Route 600;
- medium density residential (3-4 dwelling units per acre) uses proposed for the area immediately north of Vint Hill and bounded by Route 793, Route 652 and Route 215 due to its location adjacent to Vint Hill;
- residential uses at a density of one dwelling unit per ten acres planned for the area outside of the Service District situated north of Route 600, and west of Route 215;
- two school sites are proposed. They are situated at the south end of the Service District, on the west and east sides of Route 676;
- a mixed use center, consisting of industrial, commercial and residential uses, located in the area bounded by Route 15/29, Route 600 and Route 676. The non-residential land uses and services in this location serve the New Baltimore Service District community, and supplement the land uses planned for Vint Hill;
- possible reconstruction of Route 215 to four-lanes;
- recommended realignment of Route 676 through the 'Waterfield' tract and Vint Hill; and
- traffic circles at the intersection of Route 600/676 and further north along Route 676 extended.

#### **E. COMMON ELEMENTS OF THE PRELIMINARY SKETCH PLANS**

As the above descriptions of the four sub-committee plans demonstrate, there are common elements among the plans. They are as follows:

- all sub-committees identified low density residential development occurring south of South Run at a density of one dwelling unit per acre;
- three of the land use plans identified a mixed-use development, termed 'village', in the area bounded by Route 29, Route 600 and Route 676 extended. These plans envisioned the village area to be comprised of commercial, employment and residential uses. The commercial component was to be community-based in scope and to complement, not compete, with the commercial uses planned for Vint Hill;
- all four sub-committees envisioned more intensive uses located at Vint Hill, and not within the Service District; and
- all groups recognized a need to create a transition area, in terms of medium to less intensive development, into the community. There was also an established objective to assure the plan's development density to the east was consistent to the adjoining land planned at one (1) dwelling unit/ten (10) acres as part of the Rural Crescent contained in Prince William County's adopted Comprehensive Plan. Specifically, two land use plans identified areas outside of the Service District, situated east and west of Route 215 and south of the Route 29/215 intersection, for residential uses at a density of one unit per ten acres.

## **F. POPULATION IMPACTS OF THE PROPOSED LAND USE PLANS**

### ***1. Preliminary Projections***

Population projections were developed for each land use plan in order to determine the net growth resulting from the proposed plans. The methodology applied to forecast population at full development of the Service District was based on development type and development densities. The specific methodology was as follows:

- for each plan, the total acreage of each proposed land use type was calculated;
- based on this acreage, the number of dwelling units per acre associated with that land use was determined;
- a population range for each land use type was developed by multiplying the person per household figure with the number of dwelling units in that land use. The low and high person per households figures of 2.1 and 2.8, respectively, were used. The 2.1 figure is the established person per household number used in the Comprehensive Plan to forecast population, and the 2.8 figure is used since it represents the 1990 Census average number of persons per household for Fauquier County.

Area calculations and dwelling unit potential were not adjusted to account for areas designated as floodplain or for soil quality within the Service District. In addition, the ‘Waterfield Development’ at a total housing count of 1,070 dwelling units at the time, was included in each of the sub-committee’s population projections. At this point in the planning process, the Waterfield Development had not yet been approved for 667 dwelling units. Lastly, while the Environmental sub-committee proposed amending the Service District boundary to include only that area north of South Run, population projections were based on the entire Service District as the area south of South Run is primarily built out and the remaining undeveloped area will continue to be developed over time.

Applying the above methodology to the proposed land use plans, the overall dwelling unit count and population projection at full build-out ranged from a low of approximately 5,965 units and 12,527 persons, to a high of 7,108 units and 19,900 persons. Specifically, the dwelling unit and population ranges for each plan were as follows:

**Table 1: Dwelling Unit Totals and Population Forecasts of Proposed Sub-Committee Plans**

Sub-Committee	Dwelling Unit Totals		Population Projection	
	Low	High	Low	High
Environment/Quality of Life	6,680	6,830	14,028	19,124
Land Use	6,508	7,108	13,667	19,902
Public Facilities/Utilities	5,965	6,190	12,527	17,332
Transportation	6,063	6,293	12,731	17,619

Comparing the projected dwelling units and population of the four proposed land use plans to that shown in the 1992-2010 Comprehensive Plan, these projections are less than that contained in the Comprehensive Plan. Currently, the Comprehensive Plan estimates that if all residentially zoned lands were fully developed, there is a potential for 9,641 dwelling units within the Service District supporting a population range of 20,246 to 26,995. This population projection is based on the ratios of 2.1 to 2.8 persons per dwelling unit.

## **2. Adjusted Projections**

A goal of the citizen planning committee was to restrict the provision of sewer to only that area situated north of South Run. This goal was a result of their objective to manage growth and its timing within the Service District, and the limited sewer expansion capacity of the Vint Hill Sewage Treatment plant. The limitation on capacity expansion was a function of cost, as well as the plant's location within the Occoquan Watershed and associated State regulations and design and performance restrictions and guidelines. With the committee's objective to limit sewer and the restrictive regulation of the State regarding wastewater treatment plants located in the Occoquan Watershed, the amount of development south of South Run would be based on the drainfield capacity or potential of existing soils.

To better project development south of South Run, a closer examination was undertaken of the existing soil conditions within the Service District. The County Soil Scientist indicated that soil types east and west of Route 676 were different and would permit varying levels of residential development based on their carrying capacity and suitability for conventional drainfield systems. Specifically, soils in undeveloped areas east of Route 676 could permit development at a density of approximately one unit per 6 acres, while development on the west side of Route 676 could occur at a density of one dwelling unit per 3 acres. Based on these findings, in actuality, development would most likely occur at densities lower than the one dwelling unit per acre originally anticipated.

The above noted development densities, based on existing soil conditions, were then applied to the four land use plans, and potential dwelling units and population projections were re-calculated. The projections shown below are based on the premise that while sewer facilities may eventually be provided within the Service District, the provision of public sewer would be restricted to that area north of South Run and the Waterfield community. Development south of South Run would occur using drainfields and thus be subject to existing soil conditions.

Applying these revised development densities (1 unit/6 acres east of Route 676 and 1 unit /3 acres west of Route 676) to the four land use plans, the following dwelling unit and population projections were calculated.

***Table 2: Proposed Dwelling Unit Totals and Population Projections***

Sub-Committee	Dwelling Unit Totals	Population Projection	
		Low	High
Environment/Quality of Life	5,336	11,206	14,941
Land Use	5,679	11,926	15,901
Public Facilities/Utilities	5,047	10,599	14,132
Transportation	4,567	9,591	12,788

As illustrated in Table 2, the potential population of the New Baltimore Service District would be significantly lower than that currently projected in the 1992-2010 Comprehensive Plan.

## **G. TRANSPORTATION ANALYSIS OF LAND USE PLANS**

Based on the NBSD Committee plans and recommendations, Kellerco, Inc., the County's transportation consultant, prepared both short and long-term transportation plans for the Service District. The primary task was to complete a transportation plan which:

- Identifies an internal road network needed to serve modest community growth; and
- Plans and protects access points onto Route 15/29, which is planned as a Rural Freeway with limited access.

Since Route 29 has been identified as one of the high priority corridors in the National Highway System, VDOT is completing long range feasibility studies for this corridor in three (3) segments:

- Warrenton to Centreville;
- Charlottesville to Warrenton; and
- Charlottesville to the south state line.

With VDOT undertaking planning studies in the Rt. 29 corridor, the County needs to take a more global approach to transportation planning in New Baltimore. It was emphasized that when planning for an area with a rural freeway passing along its border, it is critical to look beyond the planning area and examine the growth occurring outside of its borders. With Rt. 29 extending from Northern Virginia, through Fauquier County, to the North Carolina border, it must be recognized that development occurring outside of the New Baltimore area will impact the traffic flow along Route 29 within New Baltimore. In 1996, the Virginia Department of Transportation recorded traffic volumes along Route 29, in the vicinity of New Baltimore, between 36,000 and 38,000 vehicle trips per day. By 2020, these volumes were expected to increase to 49,000 to 61,000 vehicle trips per day.



Recognizing existing and projected through regional traffic volumes along Route 29, it has become essential to proactively plan and protect the community's access while at the same time ensuring the highway's intended purpose (i.e. to move people) was achieved. As a result, Section V of this plan amendment outlines a transportation element which identifies the preferred road network needed to support New Baltimore at full development, with Route 29 constructed as a limited access highway. The new roads and alignments will be subject to continued review and refinement with community growth or plan updates. The 5-Year Transportation Action Plan identifies key actions, improvements and priorities for primary and secondary roads.

#### **IV. CONSENSUS PLAN**

##### **A. OVERALL LAND USE PLAN**

The New Baltimore Service District is approximately 6,800 acres in size, and located in the east central part of Fauquier County. Its western boundary is approximately two (2) miles from the Fauquier-Prince William County border. For the most part, Route 29 forms the Service District's northern boundary, the exception being where Route 29 bisects the Snow Hill community from the remainder of the Service District. Routes 605 (Dumfries Road) and Route 602 (Rogues Road) form the western and southern service district boundaries, respectively, and Route 215 (Vint Hill Road) and Vint Hill Farms Station form part of the eastern boundary.

Due to the lack of sewer, residential development within New Baltimore has developed at a minimum density of one (1) dwelling unit per gross acre and commercial developments have primarily been in the form of storage and warehouse facilities.

The purpose of the New Baltimore Service District Functional Plan is to provide a template for managed growth which is appropriate to the community and can be supported by existing and planned public utilities. One of the major features of this plan is that higher intensity uses, such as higher density residential uses and commercial activities, are restricted to only those areas north of South Run. The exceptions to this statement are Vint Hill and the Waterfield community. A second major feature is the retaining of lands, located outside and to the northeast of the Service District, as rural agriculture lands. [Figure 1: Land Use Plan](#) presents the land use plan for the Service District.

The land use and transportation plans for New Baltimore represent the community's vision and recommended blueprint for full build-out. The proposed land use plan outlines development relationships, including residential densities for future neighborhoods, business expansion, location of proposed schools and other basic public facilities, and needed road network improvements to support anticipated service district growth.

The New Baltimore Service District Plan represents full build-out due to the following factors:

- Public wastewater capacity, cost and Occoquan Policy constraints;
- Soil carrying capacity to support future drainfield systems;
- Existing residential zoning patterns;
- Existing residential subdivision and development; and the
- Cost of providing adequate public school facilities and staffing.

Once full development thresholds outlined within this plan are reached, it is recommended that this service district boundary and density not be expanded any further.

### ***1. Land Uses South of South Run***

Low density residential uses, planned at a density of one (1) dwelling unit per gross acre, is the primary use designated for this area. Sewer services are not planned to extend into this area.

There are three (3) exceptions to the aforementioned statements. The first is the Waterfield community which will be planned at a density of approximately two (2) dwelling units per gross acre and will be provided with sewer services which the developer has fully proffered. The second exception is the existing area Planned Industrial (Area 4 on Figure 1), located on the south side of Rt. 29 and currently zoned for Industrial Park and General Industrial uses. This district is planned for uses where typically the primary industrial activities are conducted within an enclosed structure and minimal environmental impacts are produced. The third is Vint Hill which is planned to be a mixed-use employment-oriented village with limited residential uses.

### ***2. Land Uses North of South Run***

A mix of neighborhood commercial, highway commercial, and business uses are planned for the area located northwest of the intersection of Rt. 600 and Rt. 676 Extended. The highway commercial uses are primarily oriented along Route 29, while the neighborhood commercial uses are focused along Rt. 676 Extended, north of Rt. 600. The area situated between the highway and neighborhood commercial areas, and including that area on the south side of Rt. 600 at the Rt. 676 intersection, is planned for mixed commercial/residential uses. Residential densities within this area will range between one (1) and three (3) units per acre, with the lower densities at the edges and the higher densities in the core. The commercial uses will be planned at a scale which serves the local neighborhood.

Residential uses at a density of three (3) dwelling units per acre are planned on the south side of Route 600 in the vicinity of the Rt. 600/676 Extended intersection. The County Comprehensive Plan describes low density residential uses as single family homes at a density of 1-3 dwelling units per acre. As such, this area (3 du/acre) is still within the low density residential range, yet is planned at a level which will enable the cost-effective provision of sewer services. Townhouses and multi-family dwellings are not planned within this land use designation.

The tract of land bounded by Vint Hill Farms, Route 215, Route 600 and Route 793 is designated for lower density residential uses, with the Zoning Ordinance's sliding scale establishing the number of permissible lots. Densities will range generally from 1 dwelling unit/10 acres to 1 dwelling/30 acres, depending on parcel size and other associated factors.

**Table 3: Existing and Planned Land Use by Acre**

	<u>Acreage</u>	<u>Floodplain Acreage</u>	<u>Developable Acreage</u>		<u>Potential Dwelling Units</u>	
			<u>Phase 1 (2000-2010)</u>	<u>Phase 2 (2010-2020)</u>	<u>Phase 1 (2000-2010)</u>	<u>Phase 2 (2010-2020)</u>
<u>North of South Run</u>						
Comm. - Comm. Highway	111	21	90		--	
Comm. - Neighborhood	45	--	45		--	
Mixed Use						
Commercial	44	23	21			
Residential	115		115		345	
Industrial - Technology	701	--	701		300	
Institutional/Open space	38	--	38		--	
Residential						
1 du/acre	312	73	239		215	
3 du/acre	175	39	136		408	
1 du/10 acres	351	31		320		32
<u>South of South Run</u>						
Comm. - Neighborhood	7	--	7		--	
Industrial - Light	70	--	70		--	
Institutional/Open space	26	--	26		--	
Residential						
E. of Rt. 676	1,243	74	1,169		603	
W. of Rt. 676	2,872	81	2,791		1,788	
Waterfield	440	--	440		667	
Snow Hill	706	--	706		635	
<b>TOTAL</b>	<b>7,256</b>	<b>342</b>	<b>6,594</b>	<b>320</b>	<b>4,961</b>	<b>32</b>
Comm. - Commercial						
DU - dwelling units						

### 3. Land Adjacent the Service District

Immediately northeast of the Service District are lands planned for lower density residential uses, with a total allowable number of dwellings ranging from 1 unit/10 to 30 acres. While typically lands outside of a service district are designated for rural/conservation lands uses, it was considered important to include these lands in the 'planning area'. The purpose of planning for this area is to achieve a transition in the intensity of uses in the move from a rural to 'urban' environment, and to establish consistent land use planning with the 'Rural Crescent' concept in adjacent Prince William County. The Rural Crescent concept involves the planning of agriculture/estate land uses on ten (10) acre lots.

### 4. Phasing of Growth

Development of the Service District is planned in two (2) phases. Phase 1 is planned for the 2000-2010 time period, and Phase 2 is planned for years 2010-2020 (note: these Phases do not correspond to the phase numbering and associated planning periods currently utilized in the County's Comprehensive Plan). *Phasing of development and the allocation of sewer services are based upon available sewer capacity and the restriction of higher intensity uses*

*to only those areas north of South Run*, except for the three (3) exceptions previously noted. Subsection F outlines the phasing of sewer services in greater detail.

All lands north of South Run, to include Vint Hill and Waterfield, are planned as Phase 1 lands, and thus planned to be developed and receive sewer services in the year 2000-2010 time frame. Phase 2 lands are those designated for residential uses and planned at a density of one unit per ten (10) acres. They are planned to be developed and receive sewer services post 2010 based upon availability.

While not located north of South Run, the area designated as light industrial is planned to receive sewer services in the Phase 1 time period.

### **5. *Vint Hill Farms***

In June 1993, it was announced that Vint Hill Farms Station, a U.S. Army base of approximately 701 acres in size, was scheduled for closure as part of a Base Realignment and Closure program. Following this announcement, the Fauquier County Board of Supervisors established a Task Force to address the base closure. The Office of Economic Adjustment of the Department of Defense provided funding to hire a full-time Executive Director of the Task Force and a consultant to prepare a Base Reuse Plan.

In June 1995, a report entitled “Vint Hill Farms Station Preferred Reuse Plan” was completed by the consultants and adopted by the Task Force. Two months later this Preferred Reuse Plan (PRP) was adopted by the Board of Supervisors.

The PRP outlines a land use program for Vint Hill that balances facility reuse and new construction opportunities within the County’s overall employment and economic objectives for Vint Hill, which are job and tax base creation. It was intended to create a community of sufficient diversity and resources to provide an attractive adjunct to the adjacent New Baltimore Service District. It established a mixed use community with primary emphasis on innovative technology. The design of the employment area was to be a campus-type setting. Other uses on the site included research and development, office/service, retail, golf course, recreational facilities, and a small residential component.

In October 1996, the Vint Hill Farms property was incorporated into the Service District and designated as a Planned Industrial Technology Park. The specific details of the PRP were not incorporated into the Comprehensive Plan in order to allow the Vint Hill Economic Development Authority, or successor, flexibility in marketing and developing the property without an amendment to the Plan.

This document does not change the fact the PRP is adopted in concept, and not in detail. Even today the specifics of the plan are changing. However, this plan does recognize that the focal point of New Baltimore has been redirected in the long term to be the Vint Hill community. This has resulted from the fact that the PRP for Vint Hill incorporate a village core which is characterized by a neo-traditional development form, that meaning, a tighter development pattern and a mix of residential and office/retail commercial uses within approximately a one-half mile radius.

It has been previously recommended in the Comprehensive Plan that a PITD zoning district be added to the Zoning Ordinance for the benefit of Vint Hill. However, the Planned Residential Development (PRD) and Planned Commercial Industrial development (PCID)

Districts have been amended to accommodate the redevelopment of former federally owned property. These amendments are compatible with the Planned Industrial Technology Park designation within this plan. It is expected that the Vint Hill EDA will take advantage of these existing Zoning Districts categories in any rezoning application submitted for Board of Supervisors consideration and action.

## **B. OBJECTIVES, POLICIES AND IMPLEMENTATION STRATEGIES**

The objectives and policies outlined below establish the framework for the development pattern of the New Baltimore Service District. In addition, these objectives provide direction for both modest residential and non-residential growth, and the provision of public utilities and facilities. The implementation strategies outline the means by which the objectives, and thus the intent of the New Baltimore Service District Plan, can be achieved.

### ***1. General Policies***

- All future land development projects within the planning area boundaries should be consistent with the New Baltimore Service District Land Use and Transportation Plans, guidelines and recommendations.

## **C. RESIDENTIAL LAND USE**

### ***1. Objectives***

- To protect property owner investments and quality of life while accepting new residential and commercial growth.
- To achieve a mix of uses in New Baltimore which provide for a well rounded community including housing, jobs, services and facilities that support environmental and quality of life objectives.
- To ensure the design of all new developments respect the overall character of New Baltimore as well as individual neighborhoods.
- Encourage the use of clustering for residential development to create open spaces, preserve natural features, and provide natural separations between otherwise incompatible uses.
- Encourage small residential clusters be developed to promote neighborhood identity and a sense of place.
- Where subdivisions abut one another, encourage the parkland of each subdivision be situated adjacent one another to create an overall larger park.

### ***2. Policies***

- Residential projects are encouraged to be designed pursuant to County cluster design regulations in order to provide a balanced mix of community facilities, limited shopping and business services, housing types, and open space and associated recreational facilities.

- The integrity of established neighborhoods shall be protected from the intrusion of conflicting land uses and through traffic.

### 3. *Implementation Strategies*

- Develop criteria for proposed residential rezoning applications located in designated areas of the plan. The criteria will serve as a review guideline and will be used in conjunction with the established standards contained within the applicable Zoning Ordinance District and land development regulations.

#### *RECOMMENDED CRITERIA:*

- Residential Projects up to one unit per gross acre. Such projects are justified when they can meet existing subdivision and applicable land development requirements, including VDOT street design standards.

Public sewer is not a requirement for projects at this density scale, unless the site is located in a designated WSA area with existing or planned sewer service. If WSA service is not available then the project's density will be limited to the number of County Health Department issued permits for conventional and individual lot septic system/drainfields.

- Residential Projects with densities greater than one (1) or equal to three (3) dwelling units per gross acre. To receive County consideration for the density range, the developer/property owner must demonstrate in the rezoning application and associated proffered commitments that the following six (6) criteria have been achieved:
  - a. Public sewer and water service shall be provided through the Fauquier County Water and Sanitation Authority;
  - b. Provision of cash contribution(s) or land dedication commitment(s) for public facilities, such as schools, fire and rescue station, library, and associated uses, which are directly attributable to the proposed project;
  - c. Construction or cash contributions for the phased off-site road improvements, signalization, and dedication of essential rights-of-way needed for future road network improvements serving the proposed project. This need is established through the developer/property owner prepared Traffic Impact Study as well as VDOT and County analysis. (Note that the study parameters, assumptions and criteria are established and mutually agreed upon at a mandatory Zoning Pre-Application Meeting by the Applicant, VDOT Resident Engineer and the Department of Community Development.) Density credit consideration can be provided for identified improvements and land dedications which exceed VDOT requirements for the project's traffic generation and complete(s) element(s) of the County's Transportation Plan.
  - d. Dedication of community parkland and/or contributions toward the construction of park facilities and fields serving New Baltimore, and identified in the County's Capital Improvement Program;

- e. Provision of usable and accessible open space areas through easements for passive public recreational opportunities for residential projects over fifty (50) units. The developer/property owner must ensure there is onsite preservation, protection or restoration of any resource which has architectural, historical or scenic significance to the heritage of Fauquier County; and
- f. Provision of additional public facilities or innovative designs which benefit the proposed project and adjoining residential neighborhoods or business community. These amenities must be clearly identified by the developer/property owner and justification provided on why a density credit is warranted.

## **D. COMMERCIAL LAND USE**

Three (3) types of commercial areas are planned within the Service District. They include Commercial Highway, Commercial Neighborhood and Mixed Use Center.

Commercial Highway land use - contains general commercial uses where vehicle access is the norm. The district should serve the needs of both the local community and the motoring public.

Commercial Neighborhood land use - this area is generally a town center type district allowing neighborhood commercial activities, service convenience shopping, and limited residential uses. The areas should be located so as to provide pedestrian access from nearby neighborhoods. The size should related to the neighborhoods it serves, and the configuration should allow for internal pedestrian movement.

Mixed Use Center land use - this area is planned to provide a limited range of commercial retail, service and office uses, as well as civic and residential uses. The types of commercial uses permitted are those which are compatible with schools and serve only the local neighborhood. To achieve these objectives, the uses planned for this area should conform to predominantly daytime/daylight hours of operation, require night lighting for security purposes only, generate minimal traffic/parking impacts, and be compatible with public safety and health concerns. In general, uses within this district should preserve the neighborhood feeling of the community and do not degrade the existing quality of life.

### **1. Objectives**

- Establish Vint Hill Farms Station as a Village Center for the New Baltimore Service District.
- Promote development that increases the non-residential tax base and does not impose a fiscal burden on New Baltimore or the County.
- Encourage investment in community-oriented commercial activities in designated growth areas and discourage additional strip development along Route 29.

- Develop Route 29 as a ‘Gateway Corridor’ to Fauquier County and the Piedmont Region providing a visual experience commensurate with the County’s high quality environment.
- Encourage developer/property owner participation with uses that are compatible with planned utility construction.
- Provide highway commercial uses along Route 29, local retail at Vint Hill, and neighborhood business uses in a manner which precludes the creation of a destination retail concentration within the Service District.

## 2. *Policies*

- Commercial and industrial uses in designated plan areas or within proposed land development shall be appropriately scaled, landscaped and buffered to protect the integrity of adjoining and existing residential neighborhoods.

## 3. *Implementation Strategies*

- Develop specific development guidelines, as well as allowable uses, for areas identified as a “Mixed Use Center” within the Service District. Any amendment to the Zoning Ordinance establishing this mixed use concept as a new District category will use the guidelines contained in this section as the basic building blocks. The guidelines also should be used in conjunction with the established standards contained in the applicable Zoning Ordinance District and land development regulations. The Planned Industrial/Technology District (PITD), proposed through the Economic Development Authority as an amendment to the Zoning Ordinance, represents a “Mixed Neighborhood Center” concept, and could be used for Vint Hill. The following charts provide an example of the type of development guidelines and allowable uses which should be developed for a “Mixed Use Center” land use.

<b>New Baltimore Mixed Use Center Guidelines</b>	
Gross Acres	160 acres
Residential Acreage	96 acres (60% of total acreage)
Dwelling Units	
Density	1-3 dwelling units per acre
Open Space Ratio	20 - 30%
Civic Space	5 - 10%
Retail/Commercial/Office	64 acres (40% of total acreage)



<b>EXAMPLES OF ALLOWABLE NEW BALTIMORE MIXED CENTER USES (Non-Residential)</b>		
Retail	Services	Other
Eating Establishments (excluding fast food) Farmer's Market Florist Forestry Gift Shop (less than 5,000 sq.ft.) Greenhouse Photographic Studio Plant Nursery	Barber/Beauty Salon Dance/Music Studio Daycare Center Financial Institutions Dry Cleaners (drop-off only; no chemicals on site) Place of Worship Repair, less than 3,000 sq.ft. (excluding auto/truck repair and construction equip.) Repair, furniture (less than 5,000 sq.ft.)	Civic/Government Center (no detention facilities) Conference Center Health Club (gym/aerobics) Library Museum Office, Business (less than 5,000 sq.ft.) Office, Professional (6 employees or less) Office, Professional (less than 5,000 sq.ft.) Post Office Public Safety Facility Recreation Facility (athletic and non-athletic) School, Preschool School, Primary School, Secondary/Advanced School, Technical (indoor) Spectator/Non-Spectator Field Events (Class C) Swimming/Tennis facility

## **E. ENVIRONMENT, OPEN SPACE AND QUALITY OF LIFE**

The New Baltimore Service District contains a number of environmental features which are critical to the character and quality of life of the community. In addition, they provide for both passive and active recreational opportunities. Examples of natural features within the Service District include Lake Brittle, Lake Ann and South Run. A full discussion of the physical characteristics, and natural and historic resources within the County are presented in Chapter Two of the Comprehensive Plan.

### **1. Objectives**

- Preserve and/or enhance the quality of life and environment for present and future generations through measures that conserve natural areas and meet the needs of residents for passive and active recreational facilities.
- Protect and enhance those lands in New Baltimore that contain certain flora, fauna, and geological/hydrogeological characteristics which form environmentally significant/sensitive areas.
- Ensure the conservation of surface and groundwater resources.
- Ensure measures are taken to promote sound wetland, floodplain, noise, stormwater management and waste management practices.

- Preserve New Baltimore’s cultural and scenic character through the conservation of archeological sites and historic structures and their settings, as well as the adaptive re-use of historic structures, and the establishment of compatible land uses.
- Establish identifiable and attractive focal points for the community of New Baltimore.
- Provide quality open space areas which are accessible, visible, safe and comfortable.
- Preserve the ‘natural’ quality of the night sky.
- Provide a variety of recreational opportunities for all members of the community.

## **2. Policies**

- Preserve the integrity, scenic and recreational values of stream valleys.
- Comply with the Occoquan Basin Policies, as well as the requirements and regulations adopted pursuant to the Virginia Chesapeake Bay Preservation Act.
- Protect the maximum amount of tree cover on sites proposed for development within this plan and in conformance with County tree preservation regulations.
- Minimize the impact of night lighting to preserve the dark sky environment.

## **3. Implementation Strategies**

- Develop tree canopy, landscape and buffering standards for residential and non-residential development. The Tree Canopy, Landscape and Buffering Ordinance contained in the proposed *Design Guidelines and Standards* meets the intent of this implementation strategy.
- Perform a natural and cultural resource inventory of the Service District and include this information in the County’s Geographic Information System database.
- Integrate sensitive environmental areas with recreational (passive) activities.
- Ensure development is sensitive to environmental constraints and limitations, preserves key resources within the Service District, and is restricted from occurring nearby or adjacent environmentally significant areas.
- Define and designate scenic areas, such as creeks and stream ways, for conservation.

- Develop an outdoor lighting ordinance which includes a ‘Night Skies Policy’ and limits, in general, the number of street lights except in those areas developed as ‘Village’ or ‘Commercial Mixed Use’.

## **F. PUBLIC UTILITIES**

### ***1. Sewer Servicing***

#### **a. Historical Limitations on Development**

One of the major factors influencing development and the Service District’s ability to accept higher intensity uses is the provision of public sewer. To date, public sewer has not been available within the New Baltimore Service District. Although Vint Hill Farms Station has an existing wastewater treatment plant, this facility (treatment capacity: 246,000 gallons per day (gpd)) was not constructed at a capacity which could serve both the military base and the Service District. Without public sewer, residential development was limited to a density of one dwelling unit per acre and the use of drainfields, while commercial development consisted primarily of warehouse/storage type uses.

During the planning work of the New Baltimore Service District Committee, the new residential community of Waterfield, planned for an area in the core of the Service District, was approved by the County Board of Supervisors. Part of the developer’s proffer package was the advance tap fee commitment of \$4 million which will provide the capital funds needed to upgrade the Vint Hill wastewater treatment plant, and increase its capacity from 246,000 gpd to 600,000 gpd.

#### **b. Phasing and Allocation of Sewer Services**

The treatment plant will be constructed in two (2) phases. The Phase 1 facility would be built to a capacity of 600,000 gpd and should meet planned Service District requirements for the years 2000-2010. The Waterfield community commitment will enable the capacity of the plant to be increased to the Phase 1 treatment capacity (600,000 gpd) by the Fauquier County Water and Sanitation Authority (WSA) and the EDA.

Phase 2 would be post 2010 and involves the increase in the sewage treatment facility capacity to an ultimate capacity of one (1) million gpd. This increase in capacity would be funded by tap fees paid to the WSA by business and residential users wanting to gain access to the 600,000 gpd capacity facility. Phase 2 capacity is based on the fact the treatment plant is located within the Occoquan Watershed. A capacity of greater than one (1) million gpd would result in the imposition of a significant number of discharge design and performance restrictions on the facility which would prove to be very difficult and costly to achieve.

The allocation of sewage treatment capacity, as presented in Table 4, was determined based on the County’s goal to increase the non-residential tax base by providing public sewer service to the Route 29 business community and Vint Hill redevelopment. Table 4 outlines the planned capacity allocated to the various users within the New Baltimore Service District at the Phase 1 (600,000 gpd) and Phase 2 (1.0 mgd) treatment plant capacities.

**Table 4: Sewer Capacity and Potential Development**

Land Use	Phase 1	Phase 2			
		Option 1		Option 2	
		Additional	Cumulative	Additional	Cumulative
Vint Hill	200,000	100,000	300,000	200,000	400,000
Business Community *	166,000	69,000	235,000	69,000	235,000
Residential (dwelling units)	234,000	231,000	465,000	131,000	365,000
Waterfield	667 DU	0	667 DU	0	667 DU
Other	233 DU	888 DU	1,121 DU	504 DU	737 DU
<b>Total Residential Units</b>	<b>900 DU</b>	<b>888 DU</b>	<b>1,788 DU</b>	<b>504 DU</b>	<b>1,404 DU</b>
<b>TOTAL GPD</b>	<b>600,000</b>		<b>1,000,000</b>		<b>1,000,000</b>
* Estimated					

**c. Allocation Methodology**

In determining the allocation of sewage treatment capacity, it was known that only two users were guaranteed capacity at the facility: Vint Hill Farms and the Waterfield community. Vint Hill had stated that they would require 200,000 gpd for the uses planned on their property in the Phase 1 time period. As well, it was known that the residential component of the Waterfield community was set at 667 dwelling units. Based on the business community's collection of funds toward extending sewer to their businesses, it was estimated that within the Phase 1 time period, this group would require a capacity of approximately 166,000 gpd. Knowing the total available sewer capacity of the Vint Hill treatment plant (600,000 gpd) and the sewer requirements of Vint Hill, the Waterfield community, and the business community, it was determined the residual capacity could support 233 dwelling units.

The allocation of sewer capacity for the Phase 2 time period was in part based on the knowledge that Vint Hill, at full build out, would require a total sewer capacity of either 300,000 gpd or 400,000 gpd. Based on this two possible sewer requirements, Phase 2 was developed with an Option 1 and Option 2. As demonstrated in both options, the number of dwelling units, and thus sewer requirements, of the Waterfield community remained constant and the sewer requirements of the business community was increased by 69,000 gpd to a total sewer requirement of 235,000 gpd. Taking these various needs into consideration, it was determined that the remaining sewer capacity available from the 1.0 mgd treatment plant would allow for approximately 504 to 888 additional dwelling units.

Although it has been estimated that the business community will require 166,000 gpd of sewer capacity in Phase 1, and approximately 235,000 gpd in Phase 2, these numbers are only estimates. As noted above, the only two users guaranteed capacity are Vint Hill and the Waterfield community. The remaining treatment capacity (i.e. available taps) would be sold by the WSA on a first come, first serve basis. As such, the number of sewer taps and capacity acquired by the business community along Route 29 and areas zoned for non-residential development (e.g. light industrial area)

will determine whether additional capacity is available for future residential development in areas designated within this plan. Conversely, if residential developments (excluding Waterfield) purchase more sewer taps than anticipated, the amount of commercial development forecast below will vary.

As illustrated in Table 4, including the Waterfield community and Vint Hill, the Phase 1 (Year 2000-2010) facility may have capacity for an additional 233 residential home connections. The Phase 2 (Post year 2010) facility expansion will have capacity for approximately 504-888 additional residential units. Therefore, the total number of residential dwellings which could potentially receive sewer service from the Phase 2 facility is 1,404-1,788 units. However, as noted above, if either the business community or residential developers purchases more or fewer 'taps' than approximated, the amount of residential development which could occur will vary from these estimates.

[Figure 2](#) illustrates the location of the proposed sewer lines and pump stations (as contained in the Master Sewer and Water Plan), and Figure 3 shows the designated areas to be serviced in Phases 1 and 2. The area identified as AB1 will be in Phase 1, while the area identified as AB2 will be in Phase 2. As illustrated, only those areas north of South Run, with the exception of Vint Hill, the Waterfield community and those areas planned for light industrial uses, will be served with public sewer. A marks the service District; Non-Sewered Area. Here only public water is planned, public sewer will not be provided.

## **2. Water Servicing**

The WSA currently owns and maintains a central water system in the New Baltimore Service District. This system consists primarily of individual systems in subdivisions that have been looped together and connected to a stand pipe storage tank on Baldwin Ridge. As noted in the Fauquier County Comprehensive Plan 1992-2010, with a new storage tank on-line, the system will have adequate storage to meet the Virginia Department of Health demand requirements of 2.09 mgd.

In March 1997, a Water and Sewer Master Plan (WSMP) was developed which presents a recommended plan for the provision of water and sewer services within the County's nine Service Districts. The WSMP is not reproduced in this document, but is incorporated by reference. A summary of the major recommendations contained in the WSMP report which pertain to the New Baltimore Service District are:

- additional supplies to be developed over the 20-year period through the completion of the High Rock well, connection to the Vint Hill system and use of the Vint Hill wells #1, 3, 4 and 5, full development and construction of wells in the G/H groundwater zone, and possible construction of wells E-6 and E-7;
- a 5,000,000 gallon storage tank recommended for the western service area near Route 605 and Atlee Road;
- incorporate Vint Hill into the Rogues Road level;
- extend the reach of the Vint Hill wells and elevated storage tanks; and
- increase internal system looping needed for reliability and system pressure.

[Figure 2: Proposed Sewer Line](#)

### Figure 3: Location of Sewer Service Allocation

#### **G. Public Facilities**

Similar to other jurisdictions in Virginia, Fauquier County bases its capital facility and service improvements program on existing and projected population figures. Growth projections, development potential, the availability of public utilities (i.e. sewer, water), as well as existing conditions, are used to determine population forecasts. Various County agencies, such as the Library Board and School Board, have developed specific service and facility guidelines based on per capita population figures. Applying these figures, service and facility needs can be determined, and then translated into land use requirements. Based on the population forecast for the New Baltimore Service District, this plan identifies locations needed for future schools, libraries, and fire and rescue facilities. Section H provides a detailed discussion of future school needs and planning for these facilities. The objectives and policies outlined below have been taken, in concept, from the County Comprehensive Plan and applied to the New Baltimore Service District.

#### **1. Objectives**

- Ensure an economical and efficient use of public funds by planning for a rate of growth that achieves the goals of the Service District and does not exceed the County's ability to provide services to its citizenry.

#### **2. Policies**

- Public facilities should be sited in a manner which will efficiently and economically serve the greatest number of residents.
- All public facilities should be designed and developed so as to limit environmental degradation.
- Facilities should be appropriately planned to provide adequate levels of service, and located so that adequate space remains on-site for future expansions.
- Where possible, the County should locate future library branches in, or in close proximity, to satellite government facilities.
- Radio/communication and towers/relay stations should be located in groups where appropriate to protect the Service District from an unnecessary scattering of these towers.

#### **3. Implementation Strategies**

- Recommend a one (1) to three (3) acre branch library be planned and sited within New Baltimore. Such a facility could serve multiple purposes, including meeting space for civic organizations and clubs. The Library Board needs to develop criteria and location preferences for such a site.
- Fire and Rescue Company 20 is housed in a building at Vint Hill Farms and provides excellent support to the existing New Baltimore Fire and Rescue Company Number 10 (Route 29/674). Once federal ownership of the 701 acre Vint Hill Farms is transferred to the Economic Development Authority (EDA), the fire and rescue equipment will be removed and transferred to the GSA.

It is recommended that a site be reserved at Vint Hill for a fire and rescue facility for the future commercial, research and development, and residential community planned onsite and in the immediate environs. This site reservation should be for one to three acres. At a minimum, this facility would need to include a pumper truck and ambulance. This facility could be planned in the long-term to provide 24-hour service and supplement services that are provided through the New Baltimore Fire and Rescue Company. [Figure 4: Public Facilities](#) illustrates a proposed location for this facility.

## **H. SCHOOLS**

### **1. Existing Schools**

C. Hunter Ritchie and P.B. Smith Elementary Schools provide key educational and recreational resources for the community. C. Hunter Ritchie Elementary School is located on a 29 acre site in the northeast quadrant of the Rt. 600/676 intersection. While it has a student program capacity of 583, it currently has 464 students enrolled. P.B. Smith is located on a 26.3 acre parcel along Rt. 605, and has a student program capacity of 564. It has an existing enrollment of 476 students.

### **2. Future Needs**

As a result of anticipated residential development at buildout and based upon state standards, the NBSD will need new sites for an elementary school (20 acres), middle school (30 acres) and high school (50 acres). Over the next 5-10 year period, the Fauquier County Public Schools Capital Improvement Program Summary identifies the established need for a new middle school (2004-2005) and high school (2006-2008), and the NBSD is a prime candidate for both facilities due to existing and anticipated population growth. Potential locations for these school facilities are identified in [Figure 4: Public Facilities](#).

### **3. Objectives**

- To provide quality public schools that are not overcrowded and situated in safe, quiet environments.
- Encourage the co-location of schools and parks for the development of neighborhood and community facilities providing for an efficient use of land.
- Ensure public sewer is made available to new schools, and where possible, existing schools are connected to public sewer.

### **4. Policies**

- Ensure that school capacity, community integrity and travel times are key considerations for identifying new sites and school facilities.
- Priority consideration is given to expanding existing schools within County and State student enrollment standards. The Planning District has two existing schools: C. Hunter Ritchie and P. B. Smith Elementary schools.

- Where practical, new middle and elementary schools should be co-located with existing middle and/or elementary schools. Co-location of middle schools with elementary schools can provide programmatic benefits.
- The acquisition of school sites should be accompanied with the provision of sewer services. If a new school for the New Baltimore Service District is located in an area not planned for public sewer, the sewer line will then be sized only to serve that school facility, with no other connections allowed.
- Recreational facilities available at school site should be made available for community-wide use.

## **5. *Implementation Strategies***

- Acquire school site dedications in conjunction with rezoning, special exception and other land development applications as appropriate. As noted above, to meet the land use requirements and district population expected at full build-out, the County will need sites for one high school site (50± acres), one Middle School (30± acres) and one Elementary School (20± acres). Preferred locations for these facilities are marked on [Figure 4: Public Facilities](#).
- The following general location and design standards are recommended for school sites to be dedicated to the County:
  - a. Centrally located for ease of access for student populations and reduce the need for busing;
  - b. Adequately buffered from roads, non-residential uses and operations hazards;
  - c. Located in such a way that woodlands and natural areas serve as buffers between school operations and adjoining uses;
  - d. Allow safe and convenient access to the local road network; and
  - e. Should not include major floodplain, drainage ways nor major utility easements.
- School locations should be co-located with County parks where practical.
- When school sites proffered through the rezoning application process are dedicated to Fauquier County at the final plan of subdivision stage, then the following requirements are recommended:
  - a. Provision of the approved zoning application's conceptual development plan designating the proposed school site.
  - b. Provision of the specific boundaries of the proposed site(s) with plat(s) at a 1"=50' scale showing accurate topography at 2-foot contours.
  - c. Identify all steep slopes of greater than 15%, floodplain and wetland areas.



- d. Identify any restrictive covenants which would affect construction on any proposed school site.
- e. Provide easements which are being planned by the developer on the proposed school site(s).
- f. Identification of developer financial contributions to offset any undue construction or site development costs.
- g. Identification of the net usable land remaining for construction after deducting the following:
  - Floodplain;
  - Slopes in excess of 15%;
  - Proposed rights-of-way for public streets;
  - Easements;
  - County setback requirements; and
  - Special Buffer Areas (e.g., Resource Protection Areas).
- h. If significant stormwater runoff (five [5] acres or greater) from off-site runs through the proposed school site, a sufficient amount of off-site topography must be provided to allow a thorough evaluation.
- i. If a stormwater facility across the proposed site is necessary due to off-site drainage, the developer must provide an estimate of materials and associated costs.
- j. Identify pedestrian or street crossings provided by the developer to the proposed school site.
- k. Identify surrounding roads and boundaries in order to determine whether any construction or rights-of-way dedication will be required of Fauquier County Schools.
- l. Any proposed school site must have adequate access to existing or proposed public streets.
- m. Identify proposed sidewalks to the specific site in order to minimize school busing requirements (e.g., propose sidewalks within a mile radius of the school).
- n. Identify special buffer areas required by Fauquier County or designed within the approve rezoning application.

## **I. TRANSPORTATION**

### ***1. Planning Process***

The New Baltimore Service District Transportation Plan was developed using a series of NBSD Planning Committee meetings prior to Planning Commission and Board of

Supervisors plan review and adoption. This charette and planning process insured that local citizens not only understood the need for a long range transportation planning process but also played a key role in developing conceptual elements of the plan. The Virginia Department of Transportation (VDOT) planning documents within the US Route 29 (Lee Highway) corridor from Centreville to Warrenton also indicated that through traffic at the border with Prince William County is expected to be in the range of 49,000 to 61,000 average daily trips by the Year 2020. With that type of traffic volume, the County wants to proactively protect and plan its access points within this corridor for the safety and benefit of the NBSD community and Fauquier County.

This planning review and update process was particularly appropriate with the addition of the Waterfield community to New Baltimore. Upon full development, this project could contribute approximately 8,000 average daily vehicle trips per day onto the local road network. A new Economic Development Authority (EDA) redevelopment plan for the former military installation located on Vint Hill Farms was also available at the same time. The transportation plan as depicted in Figures 5 and 6 therefore incorporates important long-term and short-range transportation elements, respectively, which satisfy community objectives. The transportation plan also is available to guide the decision making process as land within and adjacent to the service district is developed and replanned.

## ***2. New Baltimore Service District Transportation Plan***

The objective of the transportation plan is to provide growing regional Route 29 traffic efficient access through the County, and to proactively protect the New Baltimore Community's local and limited access to this federal highway through a system of phased and planned interchanges, road connecting bridges and interconnecting service roads.

The New Baltimore Transportation Plan not only identifies how the County proposes future access to Route 29 (Lee Highway), but also orders community roads into an integrated hierarchy which will protect existing neighborhoods, serve the Business community, and provide better long-term access. The key community collector roads will continue to be Route 600 (Broad Run Church Road), Route 602 (Rogues Road), Route 605 (Dumfries Road) and Route 215 (Vint Hill Road). The Transportation Plan has been organized into two basic elements:

- a. ***50-Year Transportation Plan***: this represents the transportation network needed to serve New Baltimore's land use plan at full build-out. It is the concept which will be subject to review and refinement based, for example, on development, community objectives, emerging safety issues, traffic volume changes, road priorities and financial constraints. This blueprint for the transportation network is subject to adjustment and refinement through time.
- b. ***5-Year Transportation Action Plan (Year 2000-2005)***: this element implements portions of the Transportation Plan. It organizes, for example, road improvements and actions into primary and secondary road categories, and lists recommended County actions and priorities. This plan element can be used to assist the County and VDOT in annually updating the 6-Year Primary and Secondary Road Program for finalizing priorities, assist in the review of a land development application, or conclude work on key community projects.

[Figure 5: 50-Year Transportation Plan](#) illustrates the 50-Year Transportation Plan for the New Baltimore Service District and the 5-Year Transportation Action Plan is presented in Figure 6.

### **3. Objectives**

- To maintain and enhance accessibility to community services and facilities.
- Improve the level of travel safety along Route 29.
- Minimize traffic impacts from new development on established communities.
- Discourage and limit the number of urban collector routes through the Service District with emphasis on prohibiting the extension of commuter routes through the community core, including C. Hunter Ritchie Elementary School.
- Improve the level of pedestrian and bicycle safety of New Baltimore residents when traveling within the community, particularly within school zones.
- Establish a bicycle/pedestrian/bridle path system linking residential areas with schools and established commercial and Village areas.
- Where possible, utilize existing right-of-ways for pedestrian/bicycle paths/corridors.

### **4. Policies**

- Land development proposed in the Planning Area must conform to the transportation road network.
- The necessary rights-of-way for any new road alignment or widening of existing roads identified in this plan are expected to be dedicated through rezoning, subdivision and site plan applications. New development will be expected to construct and/or provide financial contributions toward the phased construction of improved roads to which it needs access.
- Provide a public street network level of service which is as high as practical. There are safety, design, financial, community and quality of life issues, for example, which need to be weighed in each planning area when road capacities and levels of service (LOS) of intersections are analyzed. However, at a minimum, level of service C should be maintained.
- New roads resulting from proposed land developments must meet Virginia Department of Transportation standards for inclusion in the state highway system.
- New developments must plan for a pedestrian/bicycle trail system in accordance with plan guidelines and VDOT standards.

- Identify methods for removing the liability and maintenance costs for public pathway systems from homeowners associations when those pathways are not limited to the homeowners use.
- Provide for bicycles and pedestrian features, including clearly marked sidewalks and paths and marked cross walks in the construction and reconstruction of roads and bridges.
- Provide sidewalk and bike path linkages between new residential communities and mixed use (neighborhood centers), schools, recreational areas, and employment centers (e.g. Vint Hill Farm).
- Provide sidewalks on both sides of a roadway in new commercial centers, with pedestrian crossings clearly marked or with specialty paving.
- Assure the transportation plan for New Baltimore is integrated into the overall County wide transportation plan and overall priorities.

## 5. *Implementation Strategies*

### a. **5-Year Transportation Action Plan**

The recommended implementation strategies listed in this section are intended to lead toward the construction and establishment of the road network reflected in the long-range transportation plan. The implementation actions identified for construction improvements are organized into Secondary and Primary Road categories. The recommendations are listed below and are provided in more detail in the accompanying Table 5, while [Figure 6: 5-Year Transportation Action Plan](#) identifies the general location of the recommended improvements.

- *Adopt the Amended New Baltimore Service District Plan.* Use this plan element of the Comprehensive Plan to guide all transportation decisions in matters related to VDOT, and applicable rezoning, special exception, special permit, subdivision and site plans for proposed development or redevelopment within or adjacent to the service district.

#### ***Secondary Road Priorities and Recommendations:***

- *Priority 1: Establish, design and construct the Vint Hill (Urban) Collector from the property line with Waterfield to Rt. 215.* In order to eliminate future traffic growth on the two-lane Riley Road, the Vint Hill Urban Collector has been identified on Figure 6. This planned corridor improvement will extend from Rt. 605 to Rt. 676, with a new realigned roadway extending through to Rt. 215. The necessary linkage, widening, upgrades, and relocation need to be achieved through a phased development plan with improvements financed through both public and private development sources. Most importantly, rights-of-way can be contributed in conjunction with site plan/subdivision/rezoning approvals through Vint Hill.
- *Priority 2: Design and construct Rt. 600 shoulder and associated improvements, with posted speed reduction considerations to 25 mph.* As

reflected in Table 5, this urban local road has limited right-of-way available. A significant portion of Church Road has been constructed with a 30-foot prescriptive easement, and there are limited areas with dedicated r-o-w of 50 feet or more.

The objectives are to: 1) retain the neighborhood quality of the road and its 2-lane character, 2) slow travel speeds and 3) redirect traffic more efficiently.

- *Priority 3: Design and construct Rt. 676/Rt. 600 roundabout.* In addition to road and shoulder improvements outlined in Priority 3 above, the NBSD Committee reviewed traffic calming techniques including roundabouts and lowering posted traffic speeds to between 25 and 35 mph. Based on VDOT's recently published *Residential Traffic Calming Guide*, Rt. 600 qualifies within the traffic threshold of up to 4,000 vehicles per day for the latter two techniques.

The Rt. 600/Rt. 676 intersection is a prime location for a roundabout. The conventional signalized design planned for this intersection with the extension of Rt. 676 is identified in [Figure 7: Conventional Intersection Design](#). This design generally requires additional land to accommodate the required turning lane movements. On the other hand, the recommended roundabout sketch design for this intersection, as shown in [Figure 8: Roundabout 'Intersection' Design](#), requires less land, no traffic signal, promotes slower travel speeds, and efficiently accommodates all traffic movements through the intersection. If the roundabout does not work efficiently in the future, due to traffic volumes or a mix of other factors, the intersection can easily be converted to a traffic signal due to existing right-of-way.

- *Priority 4: Design, upgrade and construct the southern connection of the Vint Hill Urban Collector from Rt. 605 to Waterfield, including the acquisition or dedication of r-o-w from Rt. 676 to the southern property line of Waterfield.* This required improvement project becomes very important since it completes the southern linkage with the Vint Hill collector, and would then serve to move traffic generated by the Waterfield Community, Vint Hill and adjoining properties. Every effort should be made to construct this Vint Hill corridor as planned. Otherwise, the nearby neighborhoods will experience unnecessary and significant traffic impacts in the future.
- *Priority 5: Design, construct and complete 2-lanes of the Vint Hill Urban Collector through the Waterfield Community by the developer.* As part of the approval for this Planned Residential Development (PRD), the developer proffered the required dedication of 110 feet of r-o-w and the construction of 2-lanes of the planned 4-lane divided roadway.
- *Priority 6: Establish a new urban collector (110 foot right-of-way; 2-4 lanes) from the Rt. 605/Rt. 676 intersection and extending southwest to a connection in the general vicinity of the Rt. 29/Rt. 643 (Meetze Road) intersection.* The objective here in the long term is to remove the need to 4-lane Rt. 605 and the associated development conflicts with established residential neighborhoods and homes in close proximity to the existing road. This new alignment needs to

be identified and included in the Comprehensive Plan. Such an action allows the dedication of r-o-w to occur when future subdivisions are filed for County consideration and action.

***Primary Road Priorities and Recommendations:***

*Establish and implement Highway Overlay Districts for Route 29 and Route 215 as a priority addition to the Zoning Ordinance and Fauquier County Zoning Map.* Due to stated concerns raised by local residents and County staff, a need was established for additional zoning tools to manage land use, access, and aesthetics along Route 29 and Route 215. Overlay districts are created when 1) the major purpose of the specified highway is to carry through traffic, and 2) land development along that highway will likely have adverse access impacts on the level or quality of service, which in turn will lead to increased danger and congestion in the street or impede the maintenance or creation of a convenient, attractive and harmonious community. As a minimum, the following items should be included in the County's Zoning Ordinance:

- **Route 29 District Boundaries.** Recommend this boundary be measured from 1,000 to 1,500 feet on either side of the Route 29 centerline. This district is proposed to extend from the boundary with Prince William County to Route 605. These boundaries would need to be established on the County's Official Zoning Map.
- **Route 215 District Boundaries.** Recommend this boundary be measured from 1,000 to 1,500 feet east and west of the Route 215 centerline. This district is proposed to extend from the Rt. 29/Rt. 215 intersection to Vint Hill.
- **Standards and Uses Permitted by Right.** The regulations and requirements of both the underlying zoning district(s) applicable to each affected property and the highway overlay district will apply. When the regulations applicable to the overlay district and underlying zoning district conflict, the more restrictive regulations will apply. All uses permitted as by right uses in the underlying zoning district(s) shall be permitted in the highway overlay district, unless specified otherwise.
- **General Performance Standards.** Land uses proposed are subject to the requirements contained in the underlying zoning as well as the performance standards identified for the overlay district. *Examples of standards which should be applied along the Route 29 and 215 corridors are:*
  - a. **Alternate Access.** All uses must have their street access designed so as to not impede traffic on a street intended to carry through traffic:
    - By the provision of shared entrances, interparcel travelways or onsite service drives connecting adjacent properties;
    - Through access from another public road other than that along which the district was established; and
    - Through the internal streets of a commercial, office or industrial development.

- b. *Exceptions.* The ordinance needs to include a section stating that parcels of land existing at the time of the adoption of the Highway Corridor Overlay District *will not be denied access to public roads if no reasonable joint or cooperative access is possible.*
- c. *Pedestrian Circulation.* Fauquier County will want to encourage the continued access of residential neighborhoods to shopping, recreation and other residential areas through sidewalks, bike paths, and other related pedestrian paths. *Therefore, the ordinance needs to include a requirement that pedestrian circulation shall be provided for and coordinated with adjacent properties, and consistent with the adopted Comprehensive Plan.*
- d. *Special Screening Requirements.* Route 29 and Route 215 are special gateway corridors into the County where aesthetics and community pride with residential neighborhoods are important and valued attributes. For Route 29, this translates into concern over proximity of building, parking and loading to this rural freeway, the need for flexible setbacks and standards encouraging service drives, reverse frontages for nonresidential lots, as well as corridor guidelines conserving existing tree stands and rural views key to “preserving agriculture in a business friendly community”.
- e. *Signage.* Along gateway corridors, such as Route 29, the Planning Commission and Board of Supervisors may want to consider supplemental performance standards for signage. At a minimum, the Board of Supervisors and Planning Commission may want to provide, an ordinance provision that sign modifications to existing sign square footage requirements will be considered when well designed sign packages are proposed in the rezoning or special exception process.
- f. *Building and Parking Setbacks.* Due to the established residential nature of Route 215 and the eventual increase in the right-of-way, the County should consider increased setbacks for any new rezonings, condition use permits and subdivisions in these designated corridors. Existing platted residential lots and homes would be vested, and the standards would not apply. The same consideration should be afforded to Route 29 since this represents the gateway into Fauquier County from the north into the County seat of Warrenton.

The following setbacks are recommended for these two roadways:

Setback from the Right-of-Way

<i>Route 29:</i>	Building:	200 feet
	Parking:	100 feet
<i>Route 215:</i>	Building:	200 feet
	Parking:	100 feet

The parking and building setback areas can also be used for preserving existing and mature trees which are valued features along these entry corridors.

- *Priority 1: As an interim step, install signalization at the Rt. 29/Rt. 215 intersection and rebuild the northbound lanes.* This represents a Phase 1

improvement. At this stage, it is important to advise VDOT of the County's desire to upgrade the Rt. 29 corridor to a rural freeway in conjunction with the National Highway System, and request funding for plans and construction. As discussed below in Priority 2, Phase 2 will be the design and construction of the interchange.

- *Priority 2: Installation of a traffic signal at the Rt. 652 (Kennedy Road)/Rt. 215 intersection.*
- *Priority 3: Initiate preliminary design and location for a grade separated interchanges in the vicinity of the Rt. 29/215 and Rt. 29/605 intersections.* The Rt. 29 rural freeway alignment needs to be coordinated with Prince William County to insure that actions taken in Fauquier County are compatible with long range plans in Prince William County. The rural freeway designation is consistent with Rt. 29 planning in Prince William County. Similar coordination between counties is necessary for any preliminary planning and widening for the Rt. 215 corridor, and the need for a safe and efficient Rt. 215/Rt. 602 at grade intersection in Prince William County.

The construction of the Rt. 29/215 rural freeway and grade separated interchange are a priority for several key reasons: 1) it is a designated Congressional National Highway System corridor, 2) serves the redevelopment of Vint Hill and new development such as Waterfield, and 3) the existing at-grade Rt. 29/Rt. 215 intersection is so physically constrained that increasing volumes make this intersection more accident prone with each passing year. With the planned redevelopment of Vint Hill and the Waterfield community developing in the near future, both resulting in increased community traffic, the unsafe at-grade conditions need to be eliminated.

The Rt. 29/605 interchange location also needs to be better defined in terms of location and design beyond its present form.

- *Priority 4: Initiate, through a public process, the preliminary transportation improvement planning along the Rt. 29 corridor, between the future interchanges planned for Rt. 215/29 and Rt. 605/29.* This long-term planning effort results in the preliminary location of an interchange on Rt. 29 in the general vicinity of Rt. 600. This VDOT and community study would focus on the long-term alignment of Rt. 29 within this study area. The Board of Supervisors currently supports the use of existing rights-of-way for future lane expansions.

The Rt. 29 upgrade within the existing rights-of-way or a relocation option within this study area will significantly alter access between the high volume limited access roadway and adjacent existing or future businesses on the southside of Rt. 29. A more detailed business planning study should be performed to further clarify land use and circulation elements along this corridor. This planning effort would allow for street widths, land use types/densities and other amenities to be established as guidelines for the development of this area, and to assure the Rt. 29 right-of-way needed for future construction is not constrained.



- *Priority 5: Initiate the improvement plan for the Rt. 215 corridor from Vint Hill to the Rt. 29 interchange. Using Vint Hill and Waterfield community traffic information, develop the preliminary planning and phasing plan for the eventual widening of Rt. 215 as a four-lane divided roadway (110 foot right-of-way) to a rural principal arterial designation. Any planned improvement for Route 215 shall occur along its current alignment, with the future intersection at Rt. 29 positioned as close as possible to the current intersection.*
- *Priority 6: Study feasibility of signalizing the Rt. 29/Rt. 676 intersection when warranted as a result of traffic volumes and other associated factors. This intersection will be under construction in the Summer of 1999, with the extension of Rt. 676 from its intersection with Rt. 600.*

**b. Plan Monitoring**

Monitor on a continuing basis the land use/transportation activities in both Fauquier and Prince William Counties through the local and VDOT primary and secondary road planning process to insure that key elements of this plan are implemented and not jeopardized. During this monitoring process, include land/access actions beyond New Baltimore to make sure actions do not impact plan needs within the Service District.

**c. Long-term Issues**

The success of this transportation plan, in part, will be measured in its role of eliminating unnecessary traffic impacts on narrow two-lane residential streets and enhancement of access to Vint Hill, and existing and planned neighborhoods. All are dependent upon a very disciplined decision making process each year into the future. If key road links in this plan are never built, or are eliminated due to subdivision and other associated approvals, community benefits will be significantly reduced. This plan is essential to achieve future goals and objectives related to an access plan for the New Baltimore Service District.

**Table 5: Road Classifications and Design**

ROAD CLASSIFICATION	PRIORITY RANKING	R-O-W		COMMENTS
		EXISTING	PROPOSED	
<b>A. SECONDARY ROADS</b>				
<ul style="list-style-type: none"> <li>Vint Hill Alignment (From: Waterfield property line to Rt. 215; Note: <i>The proposed road can use either Rt. 652 or an alternative alignment to the east of this existing state road; and the Rt. 676 realignment will need a new State road route designation once it is accepted for State maintenance</i>)</li> </ul>	1	0-50 feet	110 feet	Project Description: <ul style="list-style-type: none"> <li>EDA, County &amp; VDOT need to set the alignment, complete construction plans and approval, and then initiate construction.</li> <li>R-O-W obtained through private sector dedications;</li> <li>Funding sources: VDOT Secondary Road Funds, EDA and Waterfield Proffered Contributions.</li> </ul>
<ul style="list-style-type: none"> <li>Rt. 600 (Shoulder Improvements, including posted speed reductions to 25 mph)</li> </ul>	2	Prescriptive*		Project Description: <ul style="list-style-type: none"> <li>Identify the locational phases and then design, construct curve and shoulder improvements;</li> <li>Funding sources: VDOT Secondary Road Funds, private development contributions.</li> </ul>
<ul style="list-style-type: none"> <li>Rt. 600/Rt. 676 Roundabout</li> </ul>	3	50 feet	50 feet	Project Description: <ul style="list-style-type: none"> <li>Design roundabout pursuant to general concept included as Figure 8, for traffic calming;</li> <li>Funding sources: Private development contributions and VDOT Secondary Road Funds.</li> </ul>
<ul style="list-style-type: none"> <li>Rt. 605/Rt. 676 Urban Collector (Rt. 605 to the southern connection with Waterfield Parkway)</li> </ul>	4	0-80 feet	110 feet	Project Description: <ul style="list-style-type: none"> <li>Acquisition or dedication of r-o-w through the Gerber Tract from the Waterfield property line to Rt. 676;</li> <li>Completion of the construction plan and profile for this urban collector from Rt. 605 to Waterfield Parkway;</li> <li>Funding sources: VDOT Secondary Road Funds.</li> </ul>
<ul style="list-style-type: none"> <li>Waterfield Parkway (Urban Collector) (Connector to Vint Hill through the Waterfield Community)</li> </ul>	5	0 feet	110 feet	Project Description: <ul style="list-style-type: none"> <li>Developer completion of construction plans and profiles;</li> <li>Funding sources: Developer construction of 2 lanes of a 4-lane divided arterial; construction of the final 2 lanes through VDOT secondary road funds.</li> </ul>

ROAD CLASSIFICATION	PRIORITY RANKING	R-O-W		COMMENTS
		EXISTING	PROPOSED	
<b>B. PRIMARY ROADS</b>				
<ul style="list-style-type: none"> <li>Rt. 29/Rt. 215 Intersection (Interim Improvements)**</li> </ul>	1	160 ± feet		Project Description: <ul style="list-style-type: none"> <li>Signal installation, rebuilding of the northbound lane, and intersection improvements as an interim solution;</li> <li>Funding sources: VDOT Primary Road Funds, Federal Highway Funds.</li> </ul>
<ul style="list-style-type: none"> <li>Rt. 215/Rt. 652 (Vint Hill Collector)**</li> </ul>	2	50 feet		Project Description: <ul style="list-style-type: none"> <li>Signal installation timed with the connector and intersection improvements.</li> <li>Funding sources: VDOT Primary Road Funds, Private contributions.</li> </ul>
<ul style="list-style-type: none"> <li>Interchange Study for Rt. 29/Rt. 215; Rt. 29/605</li> </ul>	3	160 ± feet		Project Description: <ul style="list-style-type: none"> <li>Preliminary design and location for a grade separated interchange, including the VDOT location hearing, and location selection;</li> <li>Initiation of the interchange design phase;</li> <li>Funding sources: Federal Highway Funding and VDOT Primary Road Funds.</li> </ul>
<ul style="list-style-type: none"> <li>Rt. 29 Corridor Study (Location between the two interchanges at Rt. 605 and Rt. 215)</li> </ul>	4			Project Description: <ul style="list-style-type: none"> <li>Initiate through a public process, the preliminary transportation improvement planning to establish the upgraded road alignments and the location and configuration(s) for a grade separated interchange within the vicinity of the Rt. 29/Rt. 600 intersection.</li> <li>Funding sources: VDOT Primary Road Funds, Federal Highway Funds.</li> </ul>
<ul style="list-style-type: none"> <li>Rt. 215 Widening (Rt. 215 to within the vicinity of the northeastern property corner of Vint Hill)</li> </ul>	5	50 feet	110 feet	Project Description: <ul style="list-style-type: none"> <li>Preliminary planning for the 4-lane requirements of Rt. 215, r-o-w acquisition requirements, phasing of improvements;</li> <li>Funding sources: VDOT Primary Road Funds, Federal Highway Funds, Private Development contributions.</li> </ul>

ROAD CLASSIFICATION	PRIORITY RANKING	R-O-W		COMMENTS
		EXISTING	PROPOSED	
<ul style="list-style-type: none"> <li>Rt. 29/Rt. 676 Signalization***</li> </ul>	6			Project Description: <ul style="list-style-type: none"> <li>Study feasibility of signalization when warranted as a result of traffic volumes and other associated factors;</li> <li>Funding sources: VDOT Secondary/Primary Road Funds, private development contributions.</li> </ul>
<p>* Rt. 600 has a prescriptive right-of-way of 30 feet from just east of its intersection with Rt. 29 to Rt. 215. This right-of-way is larger at intersections and other limited locations where r-o-w was dedicated.</p> <p>** In lieu of existing improvements to the Rt. 652/Rt. 215 intersection, consider shifting existing 6-Year Primary Road Funds to the preliminary planning and design of the interim Rt. 29/Rt. 215 improvements identified herein.</p> <p>*** Rt. 676 Extended (From: Rt. 600 to Rt. 29) is scheduled for construction in the Summer of 1999.</p>				

## J. TRAILS AND PARK PLAN

An integral component in the functionality of a community is the movement of pedestrians. Recognizing not all members of a community have access to a vehicle, it is important to provide those citizens without an automobile a convenient and safe way to move about the community. By increasing one's mobility options, so too is their quality of life. In response to this need, a Parks and Trails Plan has been developed for the New Baltimore Service District. This plan seeks to achieve three (3) goals. They are:

1. To provide a safe, convenient and aesthetically pleasing environment responsive to all population, age and health groups, through a network of trails which enable the movement of individuals by foot, bicycle and horseback;
2. To provide recreational opportunities; and
3. To take advantage of existing natural amenities (i.e. river courses, ravines) in the community.

The trail network is organized into three (3) classes of trails.

**Class 1** trails are separate lanes within an existing road right-of-way designated for bicycle use; they are paved, hard-surface paths;

**Class 2** trails are physically separated from motorized vehicles; these trails can have either asphalt or gravel surfaces;

**Class 3** trails are loose gravel or dirt surface trails and can be used for multi recreational purposes (walking, bicycling, horseback riding). For the most part, these trails are proposed within floodplain areas and along South Run.

[Figure 9: Parks and Trails Plan](#) illustrates the New Baltimore Parks and Trails Plan. This plan is schematic and general in nature, and actual locations for bicycle path/trails will be based on future construction plans for state secondary and primary road improvements, or road construction for new development.

### **1. Existing and Future Park Facilities**

Existing park facilities are located at P.B. Smith Elementary School, C. Hunter Ritchie Elementary School, and Vint Hill Farms. The specific amenities found at these locations are outlined in the *Fauquier County Parks, Recreation and Open Space Comprehensive Plan*.

Within the Vint Hill Preferred Reuse Plan, there is a 20± acre regional park proposed which will contain athletic fields and facilities, as well as a 17± acre densely wooded park. In addition to the park/recreational amenities to be developed within the Waterfield community, this plan proposes three (3) park areas in the Service District. As shown on [Figure 9: Parks and Trails Plan](#), these parks are to be established in the vicinities of Snow Hill, the Gerber tract situated west of Waterfield, and along South Run north of Lake Brittle.

### **2. Policies**

- Where feasible, co-locate parks and recreational facilities with school sites.
- Integrate the trail system to be developed within the Waterfield community, into Vint Hill, existing and future school sites, and the network planned for the Service District.
- Promote the use of walkways and linked open spaces.
- Sidewalks shall be provided on at least one side of an urban collector when either new collectors roads are constructed, or major road improvements are undertaken.
- Promote direct access to the trail network from activity centers such as schools, commercial areas, or recreational facilities.

### **3. Implementation Strategies**

- Establish Class 1 trails through right-of-way purchase associated with new road construction and/or major road improvements.
- Establish Class 2 and 3 trails through voluntary easements or right-of-way acquisition.
- Acquire parkland dedications in conjunction with rezoning, special exception and other land development applications, as appropriate. Preferred locations for new parks and associated facilities are shown in [Figure 9: Parks and Trails Plan](#).
- Where practical, county parks/recreation facilities should be co-located with school locations.